

QUESTIONS AND RESPONSES #3
PROJECT NO. F10R5200281
NetworkMaryland Fiber Path and Parole Tower Fiber Spur
July 13, 2005

Ladies/Gentlemen:

This List of Questions and Responses #3 is being issued to clarify certain information contained in the above named IFB. The statements and interpretations of contract requirements, which are stated in the following questions of potential bidders, are not binding on the State, unless the State expressly amends the IFB. Nothing in the State's responses to these questions is to be construed as agreement to or acceptance by the State of any statement or interpretation on the part of the vendor asking the question as to what the contract does or does not require.

1. **QUESTION:** Plan S 5(of Addendum#3) shows a core drill through the bridge abutment but Plan S 1 Note #15 states that no drilling of existing bridge concrete will be permitted unless otherwise noted. Does Plan S 5 supercede note #15 and therefore allows core drill?

ANSWER: Plan S5 specifies that the bridge abutment be core drilled to allow for the installation of the conduit. In this case, Plan S5 supersedes Plan S1 Note #15.

2. **QUESTION:** Plan S 31 shows a core hole detail with a width that "varies." Please clarify what width this bridge abutment is that is to be core drilled.

ANSWER: The bridge abutment back wall is approximately 15" wide at the location of the core drill.

3. **QUESTION:** Does the State think bidders need to include the cost of a State Police Protection for the Bridgework and/or the whole project? If required, this would add considerable cost to the project.

ANSWER: State Police Protection should only be required if SHA requires it for Traffic Management. Please check with your State Certified Traffic Manager or the District 5 SHA office of Traffic Management for further confirmation.

4. **QUESTION:** Who is responsible for the survey and stakeout of the trench line?

ANSWER: The survey and stakeout of the trench line will be the responsibility of the vendor with oversight provided by the State Project Manager and/or an SHA representative.

5. **QUESTION:** Addendum#3 revised Attachment D to add the fiberglass conduit items #12 and #13. Can the State identify the station numbers and plan #'s for the 134' and the 280' of this fiberglass conduit respectively? Plan P012 shows the bridge at STA 67+87 and 73+03 for a distance of 526' of fiberglass.

ANSWER: In revised Attachment D, items #12 and #13 are for the two fiberglass conduit segments for the bridges located between STA 67+87 and 73+03. Item #12 is specifically for the segment of Rt. 50 over Admiral Drive (Bridge detail drawing S8) beginning at STA 67+87 and continuing to the manhole at STA 69+77. Item #13 is specifically for the segment of Rt. 50 over Weems Creek (Bridge detail drawing S11) beginning at STA 69+77 and continuing to STA 73+03. These are represented on P012 combined for a distance of 526' of fiberglass conduit.